

### GENERAL NOTES

1. The Contractor shall be responsible for determining the existence, depth, and location of all utilities. The Contractor shall also be responsible for any damage to and for the maintenance and protection of the existing utilities even though they may not be shown on the plans. Any damage that might occur shall be repaired at the Contractor's expense.
2. Due to Federal Regulations Title 49, Part 192. 181, C.P.S. must maintain access to gas valves at all times. The Contractor must protect and work around all gas valves that are in the project area.
3. Contractor to protect and support telephone company plant during construction.
4. The following is a list of the telephone numbers of the utility locators for the various utilities that may be encountered:

City Public Service	800-545-6005 / 800-344-8377
City Traffic Signals Operations	207-7765
AT&T	820-8045
San Antonio Water System (water)	233-2010
San Antonio Water System (san. sewer)	233-2010
5. Concerning utility adjustments which are to be performed by others, minimum of 10 days notice shall be given by the Contractor to the concerned utilities prior to Shurry Seal so that the necessary adjustments can be made.
6. Contractors to contact utility surveyors 48 hours prior to any excavation.
7. Contractor to contact City Traffic Signal Operations Superintendent at 207-7765 48 hours prior to any milling
8. The following wage rate shall be established as an addition to General Wage Decision No. TX020030043: Asphalt Milling Machine Operator-\$11.82/hr.
9. All existing raised pavement markings shall be removed by Contractor daily as the work progresses and as approved by the Engineer. This work will not be paid separately but shall be considered subsidiary to the various bid items. Material removed shall become the property of the Contractor.
10. All waste materials shall become the property of the Contractor and it shall be his sole responsibility to dispose of these materials off the limits of the right-of-way and on private property where the Contractor has the consent of the owner. No waste material shall be placed in designated F.E.M.A. flood plains or in low areas that will block or alter the flow of existing natural drainage.
11. The Contractor shall be responsible for restoring to its original or better condition any damages done to existing fence, buildings, driveways, sidewalks, curbs or other structures. (No extra pay)
12. Plan quantities are for estimating purposes and may be varied by the Engineer.
13. Actual "Base and Pavement Replacement", "H.M.A.P. Type D, (Level-Up)", and temporary paint traffic markings quantities may be varied by the Engineer.

14. Payment for all Level-Up courses shall be made under Item No. 205D. Placement of Level-Up Mix/Hot Laid Asphaltic Pavement Type "G" as specified in Item 205. The locations and depths of Level-Up shall be as directed by the Engineer.
15. Building paper shall be placed over all manholes, valve boxes, grates, etc., so as to protect the surfaces from asphaltic materials and shall otherwise remain visible and accessible throughout the duration of the project. Asphaltic materials shall not be placed, lapped, or splashed onto adjacent structures.
16. As directed by the Engineer, the street pavement and adjacent driveways shall be swept and all debris removed from the work area:
  - a. Subsequent to milling operations.
  - b. Prior to Slurry Seal.
  - c. The day after which Slurry Seal has been applied and as often as necessary so that loose aggregate does not present a hazard to traffic.
  - d. At the end of each workday following the completion of hot mix asphaltic pavement overlay operations.
17. The Contractor shall only use vacuum or regenerative air sweepers when sweeping street pavements.
18. All asphalt cuttings and aggregate materials shall be confined to the street surface where they shall be swept up and removed by the end of each workday.
19. All materials, such as asphalt cuttings and Slurry Seal aggregate, not used by the end of each work day must be stored at locations other than the street surface.
20. All authorized base failure replacements shall be identified by the Engineer.
21. Repaired Base Failures shall cure-out for a minimum of fifteen (15) days prior to it being Slurry Sealed.
22. Base and pavement failures located between existing railroad tracks shall be carefully removed up to the top of the railroad ties and replaced with new materials as per detail. Any damage to Railroad system due to work performed by the Contractor shall be repaired by the Contractor at his own expense. (Pay Item No. 257)
23. Pavement cuts shall be as performed by approved equipment and shall not remain in such a state whereby the cut presents a hazard to traffic.
24. The depth of pavement for Item 257, Base and Pavement Replacement" shall be a maximum of 8 inches unless directed otherwise by the Engineer. Prior to excavation, designated base failures shall be cut vertically for the full depth of 8 inches with a rock saw or other approved equally capable equipment. The edges of the existing asphalt which are cut by the rock saw must be vertical, straight, and uniform to ensure that the new asphalt abuts to a solid vertical surface. Asphalt treated base shall be placed in four (4) inch maximum lifts.
25. All daily base and pavement failure replacements shall be properly excavated, barricaded, and open to traffic the same day.



It is in the intent that an asphalt cement binder oil be used for all Slurry Sealing, however if weather conditions are not conducive for its application, then an emulsion may be used at no extra pay.

36. Within a given day, the Contractor shall not plane mill or overlay a street beyond the longitudinal limits of which he cannot mill or overlay for its full width unless directed otherwise by the Engineer.
37. The percent wear of the Slurry Seal aggregate material, as determined by Test Method Tex-410-A, shall not exceed 25%.
38. Contractor shall maintain Slurry Seal. (No extra Pay)
39. Overlaying of street surfaces may commence the following day after which an acceptable application of Slurry Seal has been applied as determined by the Engineer.
40. It is the intent that Hot Mix Asphaltic Pavement, Type "C" shall be applied at a rate of 165 lbs./SY for overlaying purposes; however, the actual application rate may grow where directed by the Engineer.
41. Coarse aggregate material used for "H.M.A.P. (friction surface)" shall be composed of 30% by weight of crushed Trap Rock or crushed gravel. The percent wear of such material, as determined by Test Method Tex-410-A, shall not exceed 25%.
42. All concrete surfaces and construction joints which will contact the proposed, the H.M.A.P. overlayment shall be painted with a thin uniform coat of RC-250 used for tack coat. Tack coat shall meet the requirements of Item 203 and shall be at no direct pay.
43. The Contractor shall provide to the Engineer one (1) transportable cellular phone for use by City Inspector personnel. The monthly service plan shall be approved by the Engineer prior to connection. Each month, the Contractor shall submit and itemized breakdown of phone calls made using this cellular phone prior to reimbursement. The Contractor shall retain ownership of the telephone and it shall be returned to the Contractor at the end of the project.